

On the Approach



Christopher J. Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator.

Administrator's Message

Greetings from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division! It is hard to believe that we are in August already and will soon experience the beautiful autumn weather of New England.

The entire staff of your MassDOT Aeronautics Division continues to work diligently in enhancing our statewide system of 36 public-use general aviation airports throughout the Commonwealth. In June, our Engineering Team successfully completed our Statewide Airport Crack Seal & Repair Program targeting key pavement areas based upon the Pavement Condition Indexing (PCI) report that was completed in 2013. See page 8. Our Planning Team continues to work conscientiously with our consultants on the Statewide Airport Economic Impact Study Update which is due to be completed by December. Our Environmental Team is progressing

along with our Statewide Vegetation Management Program Yearly Operating Plan Update as we focus on tree obstruction issues in wetlands and herbicide programs. Our Administrative Team is playing a key role in ensuring reimbursement payments are

dustry stakeholders such as the Federal Aviation Administration, Massachusetts Airport Management Association, Massachusetts Business Aviation Association, New England Region Helicopter Council, National Business Aviation Association, and

Aircraft Owners and Pilots Association.

One of the challenges facing the MassDOT Aeronautics Division is our ability to effectively conduct outreach efforts to the pilots about our increased investment into key airport infrastructure statewide and

encourage more recreational flying. In an effort to address this challenge, for the first time, the MassDOT Aeronautics Division exhibited at the 2014 Experimental Aircraft Association (EAA) Oshkosh AirVenture Show in Wisconsin. I had the honor to participate in two presenta-



Oshkosh AirVenture 2014

being processed timely and finding new efficiencies of our office operations. As you can see, we are motivated to make a positive difference to our public-use airport system and greatly appreciate the support of our aviation in-

Inside this issue:

<i>Just Plane Folks</i>	2-3
<i>AIMS Replacement Update</i>	4
<i>2014 International Aviation Art Contest Winners</i>	4-5
<i>Welcome Nathan (Nate) Randing</i>	5
<i>FAA Waypoint - Airspace and the Famous 20:1 Sur-</i>	6-7
<i>Statewide Airport Crack Seal & Repair Program</i>	8
<i>Bits & Pieces</i>	9
<i>The Aeronautics Division is out and about...</i>	10-11
<i>Upcoming Events</i>	12
<i>Photo Wrap</i>	13

Story continued on page 14.

The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.

Just Plane Folks - Featuring Erick D'Leon

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

Erick is the newest addition to the Massachusetts aviation family. As of February 2014, Erick accepted a job as Airport Manager for New Bedford Regional Airport.

So who is Erick D'Leon? How did he get his start in aviation? How did he get involved in airport management? Does he have his pilot's license? What made him move from the southern U.S. to the Northeast? These and many other questions were asked as I sat down with Erick.

Erick's mother and father never held jobs in the aviation industry but Erick's father always had a keen personal interest in aircraft and flying; because of that fascination, Erick grew up surrounded by aviation. Erick remembers going to numerous airshows or to local airports with his father and two brothers; watching aircraft arrive and depart. He even began building and flying model aircraft. The love that Erick's father has for the industry certainly rubbed off on Erick and his brothers because all three of them now work in the aviation industry!

His eldest brother joined the US Army and became an Airframe and Power Plant Mechanic (A&P); working for the Army, BF Goodrich, Delta, Gulfstream, and is now working for an aviation company in the field of unmanned aerial vehicle (UAV) operations. His other brother served in the US Air Force working on various airframes and now manages a government contract for a corporate aircraft manufacturer.

Erick's professional start in the aviation industry began at Embry Riddle Aeronautical University where he earned a Bachelor's of Science degree in Aeronautics with a Minor in Aviation Safety and Aviation Management. He has also recently completed the last of the required courses to obtain his Master of Aeronautical Science Degree and is eager to pursue an adjunct instructor position with the University to assist others in their career pursuits. Although he initially had his heart set on becoming a professional pilot, his career shifted to Aviation Management. Upon graduation, he landed a job with TBI U.S. Inc. at Sanford International Airport in Sanford, Florida as an Operations Coordinator. At Sanford International, it was Erick's responsibility to manage the flow of passengers from curb to gate/gate to curb. He managed public charter operations to/from the airport, international flight operations, customs and immigrations operations, airline and concession tenants, and etcetera. However, he longed to get out of the terminal building and onto the airfield to gain more experience in airside operations. With that goal in mind, he jumped at an opportunity offered by TBI Airport Management in Georgia.

In 2009, about a year after Erick joined TBI at Sanford International, a job was posted for the Airside Operations Manager position in Macon, Georgia. This was TBI's second year of operating two airports under a management agreement with the City of Macon: Middle Georgia Regional Airport (MCN) and Herbert Smart Downtown Airport (MAC). Both facilities offered various degrees of service. Middle Georgia Regional has two runways, is situated on just over 1,100 acres and is a commercial service airport. It is also part of the Essential Air Service (EAS) program.¹ Herbert Smart Downtown is situated on 245 acres, is a general aviation airport with two runways, and serves private and corporate aircraft operations. With the mix of activity offered at both facilities, and the complexity of an EAS airport, Erick felt that it was an opportunity that he could not pass up.

When Erick joined the team in Macon, the airlines were experiencing dwindling flight operations and passenger loads and with that, a reduction in funding sources for airport improvements. TBI Management knew that they needed to diversify their business plan and tap into other funding opportunities at the airfield. With several of the region's major employers located at the airport such as Boeing Maintenance, TIMCO, and Bombardier Customer Services, the airport had the ability to move towards a more sustainable future, which was what Erick would be working towards. With that in mind, Erick went to work. He learned as much as he could about both airside



1. The Essential Air Service (EAS) program was put into place by the Department of Transportation to guarantee that small communities that were served by certificated air carriers before deregulation maintain a minimal level of scheduled air service.

and landside operations, their current tenants, and their customers and from there he started to reorganize their operations to provide the airport with the changes that were necessary to prepare for the future.

During Erick's third year at Macon, the airport manager left and he was asked by the TBI Vice President to act as interim manager for both airports until a permanent replacement could be found. For three months, Erick was immersed in airport budgets, contracts, and leases; an area of airport management that he had no experience. When the new manager came on board, Doug Faour, he dedicated time to Erick's growth in airport management and became a true mentor. Under Doug's tutelage Erick's airport management knowledge was quickly expanded. Additionally, both Doug and Erick had the same goal; to move towards a more sustainable future by reorganizing existing airport operations. Erick's experience continued to grow as he concentrated on applying for and receiving federal grants needed for airfield enhancements, equipment upgrades and increased security; hiring additional operations staff to more efficiently run both facilities; and improving tenant leases, which were gravely out of date. After two years of change at Macon and with more robust airport management experiences under his belt, Erick realized that it was time to run his own airport.

As Erick began to look for other opportunities, he specifically looked north. Although a native Floridian with family living in the South, he decided that the northeast was the place to be. While many may question the motives behind his directional move, Erick admits he's always perceived Florida as more of a vacation or retirement destination and he wanted a place to go to work, raise a family, and call home. So, when he saw the posting for the New Bedford Airport Manager's position, he applied and was soon called for an interview.

After a teleconference via Skype, he was invited to New Bedford for his first face-to-face interview where he met with the city of New Bedford's Human Resources Director and Mayor Mitchell. A second interview followed and one week prior to Christmas, he was offered the airport manager's position with a start date of February 10, 2014.

As Erick settles into his new position, his past experiences gained at airports in FL and GA will help him move New Bedford Regional Airport into the future. Like the airports of Macon, Erick feels New Bedford Regional Airport has lots of potential and can be an even better version of what it is today. The existing businesses already supply a vital service to the aviation community and with continued support from the Airport and the City of New Bedford, they have the ability to move towards a more sustainable future as well. →

In mid-January, Erick, his wife, two children, two cats, and one dog drove north – IN A SNOW STORM to settle into life in Massachusetts. Welcome to New England Erick!

In fact, the moving van got stuck in the now-famous Georgia ice storm.



Notices



SAVE THE DATE!

October 28 - 29, 2014 (Sturbridge) - The Massachusetts Airport Management Association's (MAMA) 41st Annual Conference.

Honeywell Phase One of the Carbon Neutral Airport Program, completed this past spring, included data collection, inventory, and the selection of Honeywell Building Solutions of Canton MA, an Energy Service Company (ESCO), to conduct a comprehensive energy audit at Nantucket Memorial Airport to identify improvements to save energy. Phase Two, launched June 2014, will implement over 25 Energy Conservation Measures to achieve carbon neutrality and include elements such as arrays of solar photovoltaic panels between 1.5MW and 2.1MW, as well as a suite of new building equipment including both indoor and outdoor LED lighting, retro commissioning of major mechanical systems including energy recovery ventilators, building envelope improvements, solar thermal development to provide a renewable source of hot water heating, an integrated building management platform, highly efficient infrared garage heating and boiler burner replacements.

AIMS Replacement Update

By: Kathleen Mahoney (Airport Engineer - MassDOT Aeronautics Division)

It's been a long road and lengthy process since I last wrote about the Airport Information Management System (AIMS) Replacement back at the beginning of 2013. I'm sure many of you have been wondering what happened with that new database that the Massachusetts Department of Transportation (MassDOT) Aeronautics Division told us they were working on. I am happy to report that it will soon be a reality. As a Civil Engineer, managing a database design project has been a challenge for me but also a great learning experience.

The name that was chosen for the new system is Airport Information Resource Portal (AIR-Port). AIR-Port is a web-based database that MassDOT Aeronautics Staff, Airport Managers, Airport Consultants, and Guests will be able to access, and with some restrictions, update.

The first phase of the project, which includes the airport facilities, projects, and contacts modules, was ready for internal testing at the end of May. The Airport Facilities module contains facility, NAVAID, runway, taxiway, apron, fuel storage, airport activity, staff, commissioner, tenant, and consultant information. The contacts module is a sortable listing of all contacts associated with the MassDOT Aeronautics Division including phone numbers, addresses, and email. The most critical and most complicated of the modules is the projects module.

The projects module is a comprehensive project management tool for airports and MassDOT Aeronautics Division. Each potential Airport Improvement Program (AIP) or Airport Safety and Maintenance Program (ASMP) project will be submitted into the system in order to be included on an airport's Capital Improvement Plan (CIP). The project will be managed in AIR-Port; from project funding approval through project closeout. All grant applications and payment vouchers will also be submitted through AIR-Port. One of my favorite features is the storage of project related documents and deliverables within the system. This will give all users a centralized place where we can find Airport Layout Plans (ALPs), Master Plans, As-BUILTs, Permits, or any other documents associated with the airport.

The MassDOT Aeronautics Division staff was trained on this system on May 19th followed by training for Airport Manager's and their consultants on June 4th.

The final phase of this project, which will include airspace reviews, airport inspections, accident investigations, aircraft registration, alerts, system goal tracking, and a reporting tool will be completed shortly with planned implementation for all users in the Fall 2014. ➔



2014 International Aviation Art Contest Winners

By: Steven Rawding (Aviation Planner - MassDOT Aeronautics Division)

Once again, the Massachusetts Department of Transportation (MassDOT) Aeronautics Division along with the National Aeronautic Association (NAA) and the National Association of State Aviation Officials (NASAO) sponsored the International Aviation Art Contest. In January of this year, staff from MassDOT Aeronautics Division judged all entries based on this year's theme, "Flying Saves Lives" and submitted those winning state entries to Washington, D.C. to be judged in the National Competition.

We are pleased to announce that Jidapa Janpathompong of Fiske Elementary School in Lexington Massachusetts was chosen as the first place recipient in her age category for both the state and national competition!

National award winners were forwarded from NASAO to Fédération Aéronautique Internationale (FAI) Headquarters for the International competition and final judging.

We greatly appreciate the efforts of our airport managers across the Commonwealth that reached out to their schools in promoting the Interna-

The contest is open to student's ages 6 to 17 years old. There are three categories ages 6 to 9, 10 to 13 and 14 to 17 years old.

tional Aviation Art Contest. Aviation education outreach involves a collaborative approach among industry stakeholders that starts with grass roots efforts to develop our aviation workforce of tomorrow. ➔



Above - 2014 Winning Entry (Theme: Flying Saves Lives) - Category I (ages 6-9)

Left - Jidapa Janpathompong of Fiske Elementary School in Lexington and family receiving her award from the state.

Welcome Nathan (Nate) Rawding

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

The Massachusetts Department of Transportation (MassDOT) Aeronautics Division would like to welcome the newest member to the Aeronautics Division team, Mr. Nate Rawding!

Nate recently joined the Division as an Environmental Analyst II and will be working with me on various airport environmental projects and programs at the 36 public-use airports within the Commonwealth. Nate brings a variety of experience in environmental permitting and planning, including wetlands, stormwater, and greenhouse gases. He also has experience modeling greenhouse gas emissions, developing strategies for renewable energy and sustainability planning as well as conservation commission experience as a former Commissioner for the town of Lynnfield.

Nate is a graduate of Tufts University's Urban and Environmental Policy and Planning graduate degree program. As part of his graduate program, Nate received a certificate from Tuft's Water (Systems, Science and Society), which is an interdisciplinary program aimed to provide knowledge and tools needed to manage water-related problems around the world. Nate also has studied greenhouse gas regulations and policies, sustainable approaches to stormwater management, and climate change. In addition to his graduate degree, Nate also has a B.A. in Legal Studies from UMass Amherst.

Nate most recently worked for Horsley Witten Group as an environmental planner where he was involved in variety of airport related projects. These projects included greenhouse gas emissions and renewable energy options at Barnstable Municipal Airport, as well as permitting for vegetation removal. He also supported wetland permitting work for Provincetown Municipal Airport. Additionally, Nate worked for the Environmental Protection Agency's (EPA's) Region 1 wetland enforcement program where he supported regulatory actions under the Clean Water Act. While at EPA, Nate worked closely with the Massachusetts Department of Environmental Protection (MassDEP), U.S. Army Corps of Engineers, and local conservation commissions.

Nate currently resides in the Town of Reading with his wife Kerrilynn and newborn son, Benjamin. In his free time, he volunteers with the Saugus River Watershed Council and the Reading Climate Advisory Committee. Welcome Nate! Nate can be reached at 617-412-3636 or at nathan.rawding@state.ma.us. ➔



FAA Waypoint - Airspace and the Famous 20:1 Surfaces

By: Barry Hammer, P.E. (Federal Aviation Administration - New England Region Program Manager)

Federal Aviation Regulation (FAR) Part 77, Terminal Instrument Procedures (TERPS), Approach, Transition, Primary, Glide Slope Qualification, W.....the list goes on. As an airport sponsor, I'm sure you've heard these terms. There seems to be no end to them, and they can be very confusing.

Basically, these and other terms are types of airport "imaginary" surfaces the Federal Aviation Administration (FAA) deems important to protect for flight safety. All of them are important, but the FAA surface that seems to be of particular concern in recent months is the **Visual Area Surface (VAS)**.

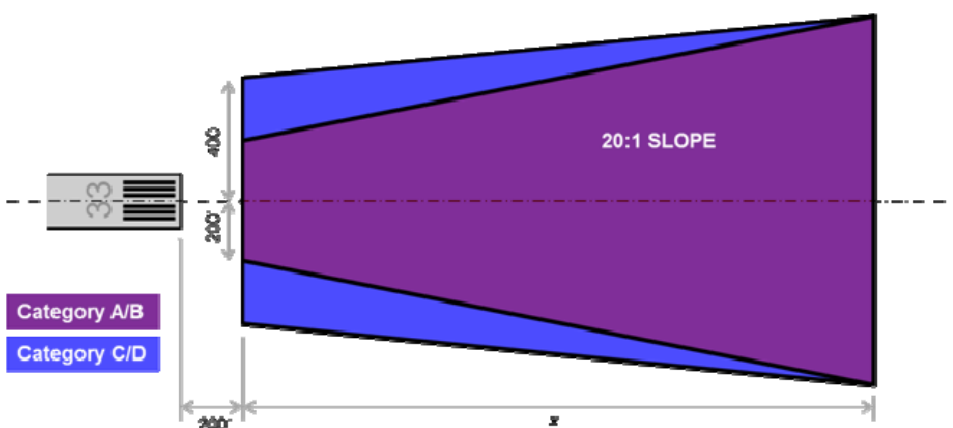
Many airports in Massachusetts (and around the country) have received notification letters from the FAA about limitations that are being placed on their instrument approaches, or even of losing the approach at night because of perceived problems with the VAS. Why is this surface creating such a problem?

What is the VAS?

In order to understand FAA's concerns and the resulting actions, it's first necessary to understand what the VAS is and why it is important. The VAS surface protects the final, visual portion of an instrument approach. It protects the area of flight after which a pilot hits the decision altitude, makes visual confirmation of the landing area, and proceeds to land the aircraft. While there are complexities to the shape and size of the VAS depending on type of approach (i.e., circling, straight-in, offset) and category of approach (i.e., cat. A&B, C&D), the graphic to the right provides a basic picture of the VAS and how the size changes according to the approach category.

Think of this surface in terms of time. In the case of an approach with a 1-mile visibility minimum this surface could represent less than 30 seconds of flight time (depending on the air speed of the aircraft) at a time when the pilot is focused on get-

ting wheels down, and shouldn't be concerned about the possibility of tall trees or buildings which are not properly mitigated. While this may be a simplified definition of the VAS, certainly we can all understand why it exists and why it is so important FAA protect this area for pilots and their passengers.



What should we expect at our airport?

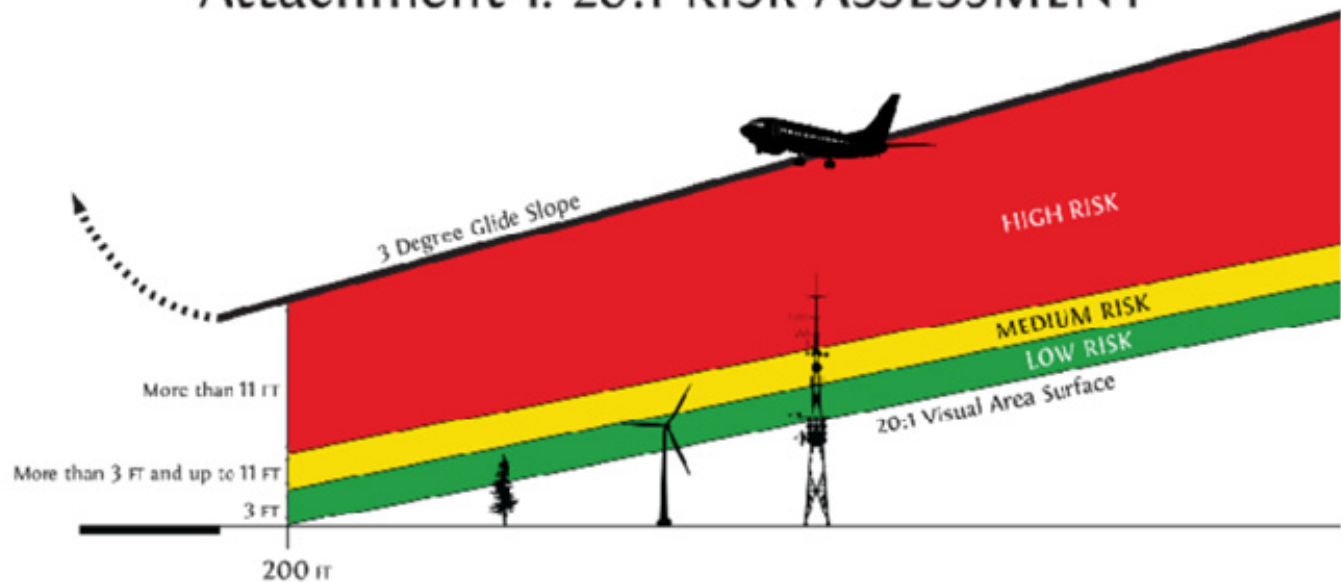
The FAA is required to review all procedures on a bi-annual basis. While the VAS is not a "new" surface, FAA has recently focused on it during these required reviews. FAA reviewers rely heavily on data managed by FAA and stored in numerous FAA databases. The accuracy of the data in these databases is crucial in evaluating both new and existing procedures.

However, the data stored in FAA databases has been gathered over a period of many years and at times the information can prove to be outdated. Nonetheless, it cannot be ignored until such time as it is validated by the appropriate airport representative.

***Why is the Visual Area Surface (VAS)
creating such a problem for our
airports?***

Understanding the limits on reliability of the data, FAA is using a risk based approach to restricting instrument approaches. The graphic on the following page identifies FAA's action and the required airport response based on the severity of possible obstructions to the VAS.

Attachment 1. 20:1 RISK ASSESSMENT



HIGH RISK (more than 11 feet)	MEDIUM RISK (>3 feet but <11 feet)	LOW RISK (3 feet or less)
FAA will immediately restrict the procedure visibility to at least 1 statute mile, restrict night operations	No immediate procedure restrictions	No immediate procedure restrictions
Airport to validate data and submit compliance plan within 30 days	Airport to validate date and submit compliance plan within 30 days	Airport to validate date and submit compliance plan within 30 days
Procedure restrictions will remain until penetrations are mitigated	Airport to mitigate penetrations within 180 days	Airport to mitigate penetrations within one year

In each case, the airport will be required to mitigate penetrations to the VAS in order to ensure unrestricted use of the instrument procedure in the future.

In each of the three cases above, you will receive a notification of the approach review and the resultant finding. For the low and medium risk penetrations (less than 11 feet), FAA will request some action from the airport within 30 days of the notice. This request will require the preparation of a corrective action plan which will be periodically reviewed by FAA to ensure progress is being made on the actions proposed by the airport.

We're here to Help

As always, the Airports Division staff in New England is available to assist you in understanding the particular circumstances of your airport and in developing an acceptable plan to maximize the utility of your runways. We would encourage you to be proactive in maintaining your approaches rather than waiting for notification from the FAA. If you should have any questions regarding this issue, please do not hesitate to contact us. ➔



Statewide Airport Crack Seal & Repair Program Update

By: Kathleen Mahoney (Airport Engineer - MassDOT Aeronautics Division)

In April 2014, the Statewide Airport Crack Seal and Repair Program was awarded to Hoyle, Tanner and Associates, Inc. for engineering services, while the construction contract was awarded to Sealcoating, Inc. The work began on April 16th and three crews were at the



Airports working quickly to ensure completion by June 30th. The project originally included mostly crack seal work with runway paint re-marking and touch-up of other pavement areas, but with some cost savings we were able to add a significant amount of crack repair. The idea of the project was to select pavements best suited for crack seal using the Statewide Airport Pavement Management System, and thereby enabling us to treat more pavements than if we only did work on Runways. These pictures show the project underway at several airports across the Commonwealth. ➔



Bits & Pieces

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

Congratulations Aeronautics Team!

On behalf of the Massachusetts Department of Transportation (MassDOT) Aeronautics Division, we would like to congratulate several of our employees...

Kathleen Mahoney was selected by the MassDOT Employee Recognition Selection Committee as the recipient of a 2014 Commonwealth of Massachusetts Annual Citation



for Outstanding Performance. Kathleen Mahoney is an Airport Engineer for the Aeronautics Division and was recognized for her work as project manager on the Statewide Airport Pavement Management System project. Pavements represent one of the largest capital investments in

the aviation system and the goal of the on-going statewide project is to provide the airports in the Commonwealth, the Aeronautics

Division and the Federal Aviation Administration (FAA) with pavement information and analytical tools to help monitor the condition and upkeep of these pavements. The project entails working with consultants and the airports to assess pavement conditions and collect field data to establish a database; help develop a website; and training on MicroPAVER, the United State Corps of Engineers software program for pavement maintenance. The end result is a system that provides long-term benefits including safe aircraft operations and cost-effective maintenance and rehabilitation planning.

Additionally, we would like to also congratulate **Lorraine Bohannon** as a recent recipient of Employee of the Month. Lorraine was selected by the MassDOT Employee Recognition Selection Committee for her efforts updating the existing project management filing system the Division had in place. Over time a new system was developed by the Aeronautics Division staff and Lorraine stepped up as project leader to ensure that a timely and accurate transition would take place.

Both Kathleen and Lorraine's outstanding performance was recognized at a MassDOT Employee Appreciation Breakfast on June 6th.

Additionally, **Denise Garcia**, Director of Aviation Planning, and **Steve Rawding**, Aviation Planner, recently received awards from the FAA for their efforts in Aviation & Space Education. ➔



Denise Garcia and Steve Rawding are congratulated by Michael Huerta Chief of the Federal Aviation Administration and Amy Lind Corbett, Federal Aviation Administration New England Regional Administrator.



The Aeronautics Division is out and about...

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

'Tis the season for Open Houses, Fly-ins, Community Appreciation Days, and Airshows. The staff from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division looks forward to attending such events. With our event display boards, flight simulators, aviation education brochures and pamphlets, and airport directories in tow, we head out to as many events as possible. Here are some photos from those events. Enjoy! ➔

Turners Falls Municipal Airport (photos by Steve Rawding)



*"Off we go into the wild blue yonder,
climbing high into the sun..."*

Fitchburg Municipal Airport (photos by Katie Servis)



Oshkosh AirVenture 2014 (photos by Katie Servis)



AOPA Fly-in Plymouth 2014 (photos by Bill Richardson)





Upcoming Events

Date	Location/Time	Event
Monthly (Every 3rd Sunday)	Hanson-Cranland Airport (8am - 11am)	4th Annual Fly-in Breakfast EAA Chapter 279 host's a fly-in breakfast at Cranland Airport every third Sunday through October. Join them for a great morning of aviation! Event Contact: Peter Oakley at PeterOakley@comcast.net
Weekly (Every Thursday)	Minute Man Air Field (5pm - 8pm)	Wings and Wheels Cruise-in/Fly-in Please join the airport on Thursday nights throughout the summer for a cruise-in/fly-in. Planes and cars on display. Each week will feature specialty cars. Come and mingle with fellow car and plane enthusiasts. Great food, including wood-fired pizza, burgers, and dogs from the award-winning Nancy's Air Field Café. Plenty of free public parking. Leashed pets allowed. Great photo opportunities. Recommended donation of \$5 to benefit community service projects. Event Contact: info@nashobarotary.org or http://wingsandwheelsma.com/
Sep 7	Lawrence Municipal Airport	Ride for Angels (to benefit Angel Flight New England) Angel Flight is a non-profit organization providing free flights in private aircraft by 1,000+ volunteer pilots for persons who need to access medical care or have other compelling needs. The "Ride for Angels" is a fun and supportive non-competitive bike ride geared to serve as a fundraiser for Angel Flight New England. \$50 registration fee. Several ride distances are available: 20, 45, 65, and 100 miles. Event Contact: 978-794-6868, http://www.rideforangels.info/ or email rideforangels@angelflightne.org
Sep 20	Mansfield Municipal Airport (9am - 2pm) (Rain or Shine)	Annual Mansfield Women of Today Touch A Truck and Airport Fly-In The Mansfield Women of Today have joined forces with the Mansfield Municipal Airport, and together they are hosting the annual Fly In and second Touch-A- Truck. Climb, touch and play in many vehicles such as construction trucks, emergency vehicles, utilities and of course airplanes! Grab your friends, family, and children of all ages and make your way to the Mansfield Airport for the event people will be talking about from now until Halloween! A suggested \$15 donation per car will support the community initiatives supported by the Mansfield Women of Today. The RE/MAX hot air balloon will also be at the event. Event Contact: Kelley Dinneen 508-339-3624 or Diane at 508-269-0154.
Sep 21	Myricks Airport (10am - 3pm)	EAA Chapter 196 Picnic Fly-In at Myricks Airfield Myricks and the Experimental Aircraft Association (EAA) are hosting its annual fly-in on September 21. This event started in the early 1980's with airplanes, antique cars, sports cars, motorcycles, a candy drop, aircraft flights for kids and lots of food. Event Contact: http://eaa196.org
Sep 27	Plymouth Municipal Airport (10am - 3pm) (rain date Sep 28)	Plymouth Air Show This is a great event for all ages. This year the event is featuring the world famous Mike Goulian, acrobatic pilot. Additionally, there will be plane and helicopter rides, "Walk Around" airplane display, Angel Flight, flight simulators, kids' arts and crafts, games for kids, radio controlled aircraft demonstration, and BBQ. Free Admission; however, a \$10 per car parking donation is requested to benefit aviation scholarships and local charities. the Event Contact: Jeannie 508-746-2020, plymouthaeroclub@gmail.com , or Plymouth Air Show Airshow

Photo Wrap - George Harlow Field (Marshfield Airport) Runway Project

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

On October 7, 2013 the Massachusetts Department of Transportation (MassDOT) Aeronautics Division and various other state, local and airport officials celebrated the in a groundbreaking ceremony for the Marshfield Municipal Airport Improvement Project.

As of August 2014, this \$15.2 million project is essentially complete. The project included re-



Completed runway (above) and parallel taxiway under construction (below left).



construction of Marshfield Airport Runway 06/24 and associated parallel taxiway along with construction of runway safety area ends. Project funding included \$13.7 million from the Federal Aviation Administration (FAA) along with \$1.4 million in state funds from MassDOT and \$118,000 in local Airport funds. →

New markings (right) and completed project (below).



***According to the 2010
MassDOT Airport
Economic Impact Report,
Marshfield Municipal
Airport supports
approximately 60 direct/
indirect jobs with an
economic output of over
\$8 million annually.***



Administrator's Message (Continued from page 1)

tion forums highlighting our MassDOT Aeronautics Division's work and partnerships with industry stakeholders. According to EAA, over 8,000 aircraft flew in during the week with over 500,000 people in attendance. It was truly an amazing experience and opportunity to highlight aviation in Massachusetts.

Last month, Tom Maher and the team at Plymouth Municipal Airport successfully hosted the Northeast Aircraft Owners and Pilots Association (AOPA) Regional Fly-In which drew over 500 aircraft and 4,000 attendees to the one day event. We were able



Photography courtesy of Bill Richardson

to exhibit at the event and enjoyed meeting with pilots from Massachusetts and throughout the Northeast.

As a reminder, please don't hesitate to reach out to our office to let us know of upcoming airport events and open houses. We will make every effort to support your aviation education and community outreach efforts.

We hope to see you at the Massachusetts Airport Management Association Annual Conference in Sturbridge, Massachusetts in late October! ➔



Published by Massachusetts Department of
Transportation Aeronautics Division

Logan Office Center
One Harborside Drive
Suite 205N

East Boston, MA 02128
617-412-3680

www.mass.gov/massdot/aeronautics

Send suggestions for stories or comments to:

katie.servis@state.ma.us or

617-412-3690



Hey there! MassDOT is using Twitter, Flickr, and the MassDOT blog to stay in touch. Find out what is happening at MassDOT by clicking on the links below or by typing the URL into your web browser:

www.twitter.com/massdot

www.flickr.com/massdot

www.mass.gov/blog/transportation



We're on the web!

www.mass.gov/massdot/aeronautics